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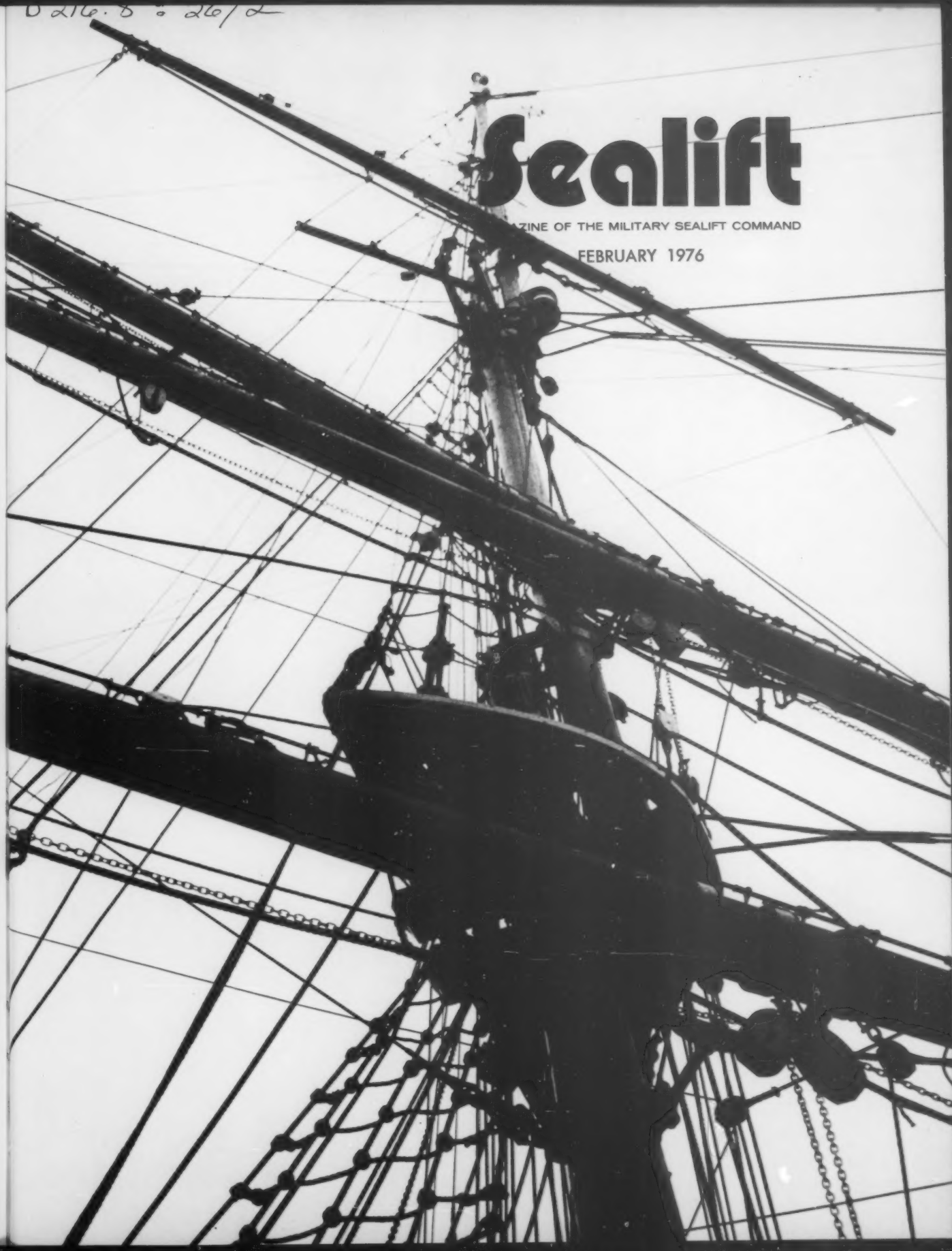


Sealift

AZINE OF THE MILITARY SEALIFT COMMAND

FEBRUARY 1976

Elements of Achievement

One of the most pleasant and satisfying aspects of my position as the Commander of MSC is the pride I have when I talk about the accomplishments of command members.

It seems that there is no end to those achievements, as illustrated by this issue of Sealift. In this edition are stories about the rescue of 13 merchant mariners by the crew of USNS Hayes, a Navy Meritorious Unit Commendation being awarded to the civilian crew and military detachment of USNS Taluga, and the discovery of a submarine lost in World War I by those aboard USNS DeSteiguer. Other features report on MSC delivery of portable buildings to Korea, the smooth move of the headquarters of MSC, Atlantic to Bayonne, New Jersey, and efforts of a humanitarian group to recruit former Civil Service mariners to operate a hospital ship on a volunteer basis. This Sealift edition also carries the prize-winning entries in the MSC photo contest. This is a fairly typical Sealift, one which reports and pictures the far-ranging accomplishments of MSC people and the ships they man. It would be easy to conclude that MSC accomplishments are the natural result of hard work. But, it is not that simple. Many people work hard, but accomplish widely varying results.

What, then, are the essential elements of achievement? One basic element is ability. A winner in any field of endeavor must have mastered the fundamentals of his profession. That is why basketball, football or baseball coaches seem to forever emphasize fundamentals. A second ingredient is creativity. It refers to man's ability to free himself from the shackles of habit and tackle new problems with new ideas. Ingenuity is a handmaiden of creativity since ideas which cannot be implemented serve no useful purpose.

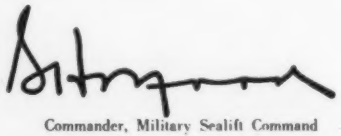
Another important trait possessed by achievers is judgment. A young man once asked an old mountaineer celebrated for his wisdom how he got so wise. "Weren't hard," replied the old man. "I've got good judgment. Good judgment comes from experience. And experience, well, that comes from having bad judgment."

As that mountain philosopher indicated, experience is a vital element of accomplishment. All of us make mistakes, but the successful man profits from his failures.

Perhaps the most important element of achievement is attitude. Success in any field demands more than so-called "good attitudes" such as cooperativeness, diplomacy, and concern for fellow workers. Attitudes which influence accomplishment are those which enable us to perceive what needs to be done, and why it is required.

Some people accept a work assignment as a task which must be performed while others see it as a challenge to be mastered. They gain self-satisfaction from knowing that they have exercised their abilities, displayed good judgment, and performed each task in as effective, economical and professional a manner as they possibly can.

MSC has a great number of achievers. That is why we have been able to meet the complex demands of our missions for nearly 26 years. It is also why I have so many opportunities to bask in the limelight of your achievements.



Commander, Military Sealift Command

COVER: Masts and spars rise majestically against an overcast sky. Taken by Lt. Cmdr. Robert H. Gregory, the photo took a first prize in the MSC photo contest. See story and other photos on page 11

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Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

Vol. XXVI No. 2 Washington, D.C. February 1976

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MSC, Atlantic employees move after 26 years.

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Crewmen of USNS Hayes rescue 13 men from a Liberian-flag cargo ship.

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Award-winning Photos

Seven employees take top honors in MSC photo contest.

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For sale by the Superintendant of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Price, 75 cents (single copy). Subscription price, $8.20 per year; $2.05 additional for foreign mailing.

Movin' On

By Cindy Buckley

"Where do we park? Where are the rest rooms? Where can we eat lunch? Where do we get supplies?" These questions, reminiscent of a first day at a new school, were frequently asked by employees of Military Sealift Command's Atlantic area command last month as they made their first move since MSC began operations 26 years ago.

From their Brooklyn, N.Y. offices, Atlantic employees were moving to the Military Ocean Terminal, a 400-acre man-made peninsula in New York Bay within the city limits of Bayonne, N.J.

MSC, Atlantic's move to Bayonne follows a shift of the Army Military Traffic Management Command's Eastern Area from the Brooklyn Army terminal. MSC could not finance operation of the entire base itself, so the terminal will be closed and probably turned over to the city. Also, both MSC and MTMC officials believe it prudent for the two agencies to remain together, since movement of Defense cargo requires daily com-

MSC, Atlantic materiel division employees box records on moving day.

Michele DeLuca of employee relations readies boxes for the move.

munication between the two area commands.

As the helicopter flies, the move took employees only about three miles, estimated Lt. Cmdr. Robert Gregory, assistant chief of staff for administration, at the Atlantic command. Problem was getting there by public roads. "We could see Bayonne from our Brooklyn offices and even throw rocks at it, but we couldn't get there quite as easily," said Commander Gregory.

By road across Staten Island and into Bayonne, it is about a 17-mile trip one-way, crossing two toll bridges. A longer commuting distance was a problem that Commander Gregory had to confront in telling employees what they could expect.

Originally planned for October of last year, the Atlantic move was given a lot of internal publicity beginning last summer. An orientation briefing staged for the entire command staff featured 84 color slides of Bayonne and the Military Ocean Terminal. There were also 40 large photos of the city on display, as well as maps and detailed information on community housing, churches and schools. Bayonne Mayor Dennis Collins was on hand with some members of his staff to answer questions of MSC employees.

For several months the move occupied a lot of everyone's time and thoughts at MSC Atlantic. Only 13 per cent, or about 43 people out of 330, decided not to move to Bayonne with the command. Those who did were faced with the prospect either of a longer trip to work or a household move.

The headquarters move took place during the second week in January. Desks, files, books and supplies all had to be transported, and carpeting and draperies installed. The draperies were the least of anyone's worries, how-

Workmen move metal lockers from administration warehouse for transfer to Bayonne.

Bayonne Mayor Dennis Collins describes the benefits of working and living in New Jersey.

The Military Ocean Terminal at Bayonne is on a 400-acre peninsula. Arrow points to the MSC headquarters.

ever, since there is only one office with a window in the new facilities. "We have a claustrophobia problem to deal with here," said Commander Gregory. However, fire escapes in the hallways provide a view of the water and Statue of Liberty.

With the move, MSC Atlantic's commander Rear Adm. Frank B. Guest becomes the senior military officer at the Bayonne ocean terminal.

The U.S. Army has controlled the Bayonne terminal since 1967.

Formerly the U.S. Naval Supply Center, the Bayonne ocean terminal was used as a commercial port terminal in 1939, making it approximately 21 years younger than the MSC facilities in Brooklyn which were built in 1918. After the start of World War II, the U.S. Navy considered the terminal as a possible site for a drydock and supply base. In 1941, Navy started construction and built an installation that could handle the largest fighting ships and help supply the Atlantic and Pacific fleets.

During the war, the supply base handled between six and 14 ships a day. Bayonne was the first depot to install a complete system of forklift trucks and pallets for cargo handling.

After the Korean War, only a civilian guard force remained on the base. Two years later, in 1960, the first automated warehouse in the United States was put into operation at the Bayonne terminal.

The only other Navy activity at the Bayonne Military Ocean Terminal is the International Logistics Control office. ⚓

A motor life boat from the cutter Reliance passes an overturned boat from MV Drosia as crewmen seek survivors.

Photos by PA1 Bob Baeten, USCG

Hayes Saves 13 From Atlantic Graveyard

An inflatable life raft that would not inflate, life saving gear that had been obsolete seven years earlier, eight crewmen and a merchant ship going down in four minutes—facts not from the early war years, but from December 1975. The sunken ship was the MV Drosia, a Liberian-flag cargo ship heading for New York with a load of sugar. Sixteen of her crew were rescued, 13 by the Military Sealift Command oceanographic ship USNS Hayes.

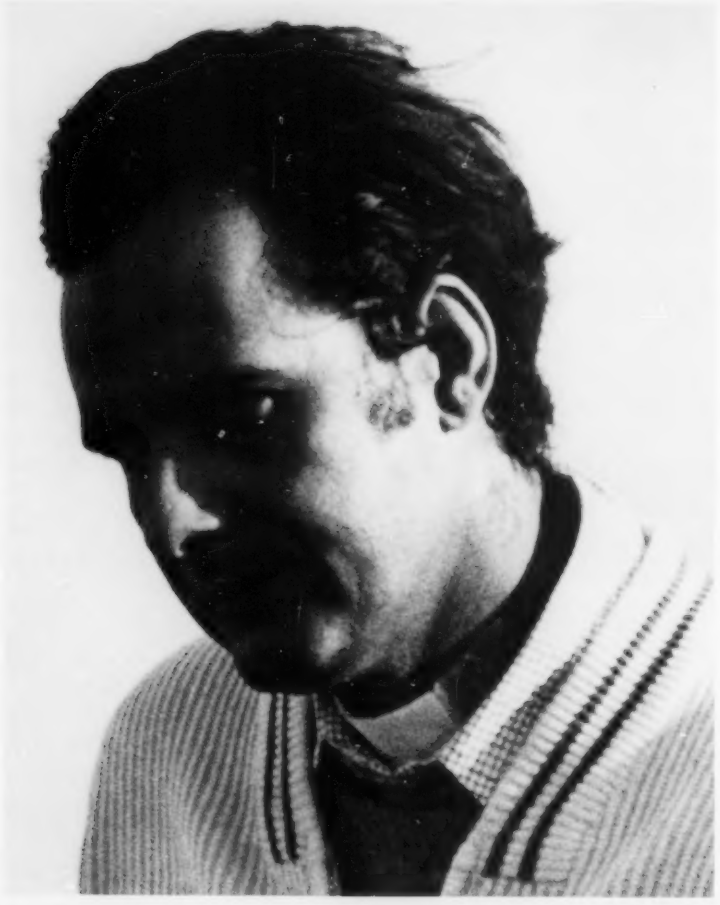
The rescued Greek captain said a cargo hold had ruptured about 4 a.m. December 11 and his ship went down in four minutes.

USNS Hayes was steaming off the coast of North Carolina, appropriately known to many mariners as the Graveyard of the Atlantic. Naval Research Laboratory scientists were testing reaction of the Hayes' catamaran hull to the deep ocean search system being used on the vessel for the first time.

Electronic sensors, collectively called Fish, were being towed from the ship on 18,000 feet of cable. As things go on MSC oceanographic ships, it was pretty routine.

But, less than 10 miles away, a life and death drama was unfolding as 13 survivors from the Drosia fought exhaustion and frustration, trying to cling to life.

For 10 hours they struggled in the water to inflate a rubber life



Dejection written on his face, Capt. Velisarios Theodorou is one of 16 survivors from the sunken MV Drosia.

raft. Finally succeeding, they climbed in totally exhausted. It was almost three more hours before the 1600 to 2000 (4 to 8 p.m.) watch aboard the Hayes sighted a red flare—the last one aboard the raft.

Immediately Hayes crew and scientists began to retrieve the sensors. When they had gotten them on deck, they headed Hayes toward the flare.

"Faint light sighted, low in the water," said Hayes master John J. Cullen in his report. That was at 8:30 p.m. and Captain Cullen noted that the "light (was) found to be from a life raft in the water."

First Officer Nick Triantafyllou was in charge of the emergency boat crew standing by with pilot ladders, cargo and safety nets ready.

Frightened and cold, the survivors had to be pulled aboard hand over hand. The most fully clothed wore only underwear. Drosia Capt. Velisarios Theodorou, the only officer among them, reported that his ship sunk in four minutes when a cargo hold ruptured about 40 miles northeast of Cape Hatteras at 4 a.m.

Captain Theodorou, a 31-year-old Greek citizen, said he was heading for New York with a load of Jamaica sugar. All crewmen were from Latin America, mostly Honduras, and spoke no English.

Luckily, the survivors suffered only minor bruises and scrapes. Unluckily, 11 more of the Drosia crew were still missing.

Meanwhile the Hayes VHF radio could not reach Coast Guard shore stations because of the distance. Voice contact, however, was made on single side band radio equipment operated by NRL scientist Wayne B. Cherry. Cherry talked with "Tugboat Annie," the Virginia capes operation area coordinator who handled emergency radio traffic for more than an hour.

Cherry's message was the first the Navy had received of the tragedy. The 20-year-old Drosia sank so quickly no S-O-S could be sent.

Hayes continued the search and by 9 p.m. was joined by a Coast Guard C–130 aircraft. All Hayes crewmen who could be spared, about 30 of them, and the 14 scientists volunteered to serve as lookouts.

By midnight, the Canadian bulk carrier SS Breton Highlander, Navy destroyer escort USS Montgomery, Navy nuclear powered guided missile cruiser USS California and Coast Guard aircraft

and helicopters had joined the search. About 1 a.m. the master of the Breton Highlander radioed Hayes that he had heard voices in the water. Unable to maneuver adequately because of the vessel's size, 711 feet long at nearly 52,000 deadweight tons, the Highlander dropped a smoke signal to mark the spot.

At 2:50 a.m. Hayes' lookouts sighted a survivor "sitting on an improvised drifting raft," said Captain Cullen and reported the find to the Coast Guard. With searchlights on the survivor, a Coast Guard helicopter picked up the man in a basket and transported him to the California.

By now the Coast Guard Cutter Reliance also was on the scene and Hayes was assigned a search area. Coast Guard was directing rescue operations and ordered a 6,700-square-mile search area in an attempt to find the remaining 10 men. The NRL navigation laboratory aboard Hayes was activated and maintained the plot within the search area using long range navigation system and satellite navigation equipment.

By 2 p.m. on December 12, California had picked up two more survivors from a raft and that night those aboard the Hayes were transferred to the cruiser and taken to Norfolk. During the day Coast Guard searchers located an overturned life boat from Drosia. Debris included hatch covers, part of a ladder and "bits and pieces of things you couldn't distinguish," said Geoffrey O. Thomas, senior scientist aboard Hayes.

Hayes was released from the search just before midnight December 14—three days and nearly five hours after the flare was sighted. Coast Guard called off the search at midnight December 16. Eight men were still missing and presumed lost.

Captain Cullen said certification of the life saving gear recovered from the raft had expired in 1968, and added that "whistles and lights on life jackets would certainly have expedited picking up the survivor whose voice had been heard by Breton Highlander."

The life raft was turned over to the Coast Guard, but two life jackets, a pair of small paddles and one life ring with a defective water light were kept aboard Hayes for use during weekly fire and boat drills to re-emphasize importance of maintaining all fire

Survivors arrive at Norfolk wearing USS California caps and clothing donated by USNS Hayes crewmen and scientists.

USNS Hayes Civil Service crewmen and NRL scientists rescued 13 of the 16 survivors from the MV Drosia.

fighting and life saving equipment in good condition, Captain Cullen said.

Giving a verbal pat on the back to those aboard Hayes, the captain said all ship personnel, "crew and technicians and scientists alike, responded in a totally effective, quiet and efficient manner. Hayes was fortunate to have on board the navigation and communication equipment which was manned by NRL personnel."

Second Officer Hersell A. Whitten noted that "everybody did a 100 per cent job," and gave special praise to Chief Electrician Martin Hoffmann who collected $542 from crew and scientists which was given to the Drosia survivors.

Clothing also was donated and according to Thomas "they left the ship in almost new clothes."

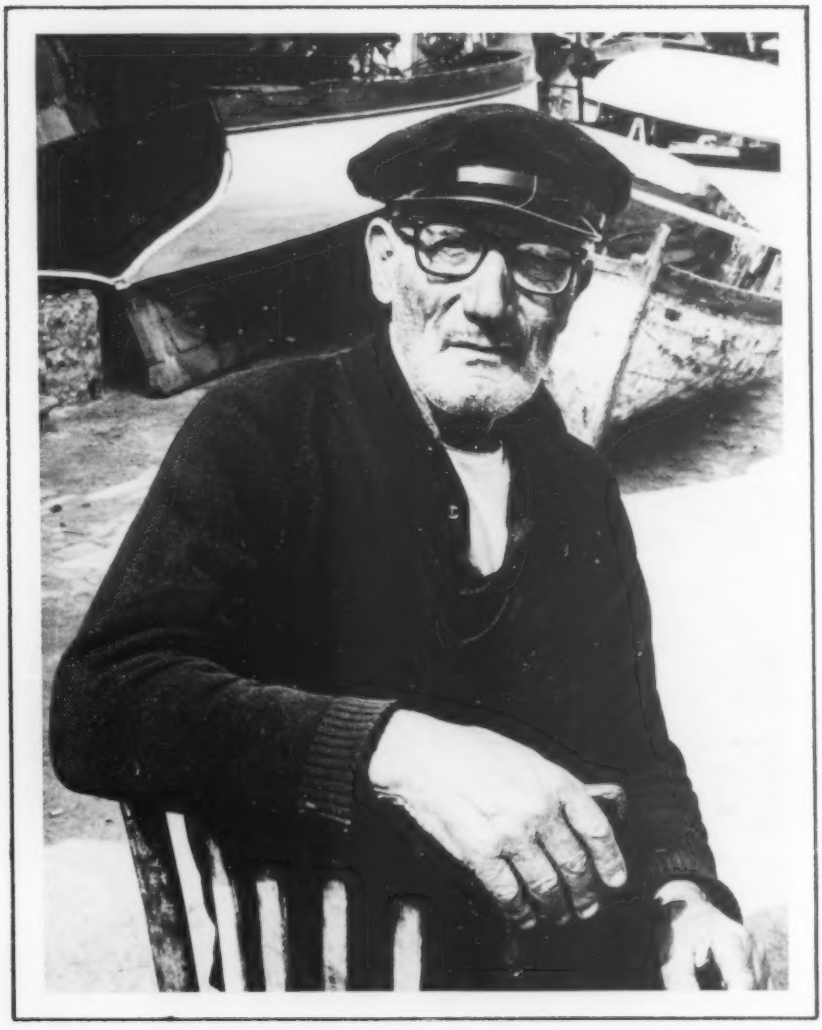
Whitten also commended the four-man watch who sighted the flare. The watch consisted of Able Seaman Robert L. Berner who was on lookout, First Officer Triantafyllou, Able Seaman Martin T. O'Toole as helmsman, and Ordinary Seaman John N. Jederlinich.

"The survivors had one flare left and if the watch hadn't seen it they might never have been found," Whitten said.

Triantafyllou stressed the lack of proper safety equipment adding that survivors' life jackets would not have met MSC or Coast Guard requirements.

MSC Commander Rear Adm. Sam H. Moore sent a "well done" message to the Hayes crew and scientists "for their outstanding participation in the rescue of the Drosia survivors."

He said, "The expeditious manner in which the USNS Hayes responded to the survivors' distress signal and effected the rescue truly demonstrates a team effort embodying all the best traditions of men who go down to the sea in ships."—L.R.G. ⚓



Commander Gregory, second place in human interest category.

Photo Contest Results

Grand winner in the MSC-sponsored photo contest was Lt. Cmdr. Robert H. Gregory who took a first and two second places in the 1975 three-category contest.

The assistant chief of staff for administration at MSC, Atlantic, Commander Gregory placed first in the shipboard operations category and second in both human interest and salon-type photo categories.

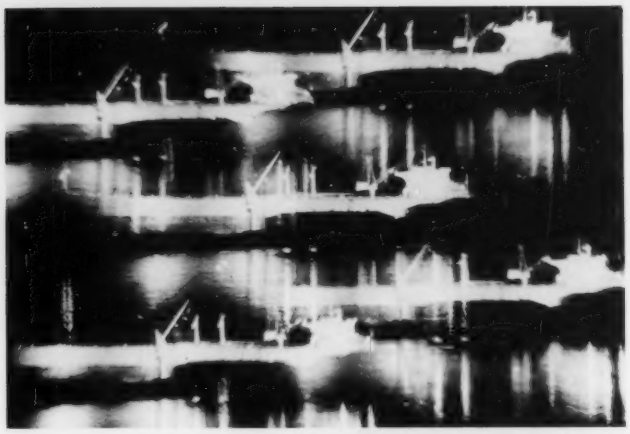
Other winners were Herman Rosenbush, employee relations, MSC, Atlantic, first in human interest with marine motif; Cmdr. Michael McDonald, commanding officer of MSC Office, Canal Zone, first in salon-type photos on subjects pertaining to ships, ports and seafaring; Hazel Batty, marine transportation specialist at MSC headquarters, second in shipboard operations; Oscar C. Crowder, storekeeper 1st class, MSC Office, Pusan, third in shipboard operations; Jeff Olson, 3rd officer

Commander Gregory, also second in salon-type photos.

Hazel Batty, MSC headquarters, second place in shipboard operations.

Herman Rosenbush, MSC, Atlantic, first place in human interest photos with marine motif.

PH1 John Francavillo, MSC, Atlantic, third in salon-type photos.



Oscar C. Crowder, MSC Office, Pusan, third place in shipboard operations.

Cmdr. Michael McDonald, MSC Office, Canal Zone, first place in salon-type photos.

3rd Officer Jeff Olson, USNS Sgt. Andrew Miller, third place in marine motif photos.

Rosenbush, who retired last month after being with MSC since it was established in 1949, began taking photographs about 20 years ago but had never before entered a contest. His first place photo was taken with a Pentax on Kodachrome II at the Rockport (Maine) Lobster Festival.

Commander McDonald used a Miranda Sensorex with Ectachrome-X film. The anchors that appear to be castaway antiques are still used by the Panama Canal Co. aboard dredges that keep the canal at its required depth.

Miss Batty's winning photo was taken at St. Michaels, Md. It is of three vintage crab boats just before they got under way for the crab pots. She used a Leica M3 and Kodacolor film.

Francavillo's portrait of a well-worn landing craft from LSD 32 was taken with a Leicaflex SL, using a 90mm lens and Tri-X film. The location was the Norfolk (Va.) amphibious base.

Crowder's winning entry was extremely effective in color. It loses something, however, in the transition to black and white. His entry was a night-time available light exposure of a Sealift class USNS tanker. Crowder used a mirage filter giving him a five-image photograph.

Olson's photo of a South Vietnamese family struggling to leave their war-torn country also was in color.

The difficult task of judging photos in the contest was handled by three experts. Robert Carlisle, head of the still photo branch of the Office of Chief of Naval Information was a judge, as was Russell Egnor, the MSC headquarters photo chief. Third member of the judging panel was Leonard Goldinger, director of MSC headquarters classification, wage and manning division. Mr. Goldinger is a director of the Washington, D.C. Society of Cinematographers. ⚓

aboard USNS Sgt. Andrew Miller, third in marine motif, and PH1 John Francavillo, MSC, Atlantic, third in salon-type photos.

Commander Gregory snapped both his first place photo of sailing ship masts and spars and his second place misty Brooklyn Bridge and seagulls with a 25-year-old 35mm Canon camera. He had just purchased it and was wandering around the waterfront testing it. His photo of the ship masts was taken at the South Street Seaport Museum near the East River.

His other second place winner was taken with a relatively inexpensive Petri 35mm at Santa Lucia harbor, Naples, Italy.

All three photos were made on Plus X film which he developed himself.

Another Honor for Taluga

The civilian crew and military detachment aboard USNS Taluga have earned a Meritorious Unit Commendation for their efforts during the evacuation of Cambodia and South Vietnam. Taluga supports the U.S. Seventh fleet.

The award was presented by Navy Secretary J. William Middendorf for "meritorious service" from March 5 to May 10, 1975 during the evacuation of Americans and certain aliens from Cambodia and South Vietnam.

Taluga, a 31-year-old MSC fleet support oiler, resupplied Navy ships of the Seventh Fleet "in an extremely efficient and responsive manner," said the citation.

"By their consistent demonstration of professionalism, resourcefulness, and dedication, the personnel of USNS Taluga contributed materially to the success of the evacuation operations, thereby reflecting credit upon themselves and upholding the highest traditions of the United States Naval Service.

"Despite an arduous schedule involving long working hours, they continually displayed expertise and initiative during numerous underway replenishments throughout this extremely fluid period."

Taluga is operated by a Civil Service crew. Master of Taluga is Veachel D. Park. Lt. Cmdr. Robert M. Mitchell heads the military detachment.

Government owned cargo ships and commercial vessels under contract to MSC, evacuated more than 179,000 refugees from South Vietnam in what has been described as the biggest evacuation in modern history.

USNS Taluga

A former Navy oiler, Taluga was transferred to MSC in 1972 and has been operating with Navy combatant ships since then. In 1974 she was rated No. 1 among Seventh Fleet oilers and also won the National Defense Transportation Assn. unit award for outstanding operations performance during 1973. She was then commanded by Capt. Lawrence O. Nasset.

An award ceremony is being arranged by MSC, Pacific, during which crewmen who were aboard the ship during the award period will receive a lapel device which signifies the Meritorious Unit Commendation. ⚓

USNS DeSteiguer, built in 1969, is among the first oceanographic research vessels built by the Navy.

DeSteiguer Locates Sub

By Linda McDaniel

A team of deep ocean search experts aboard Military Sealift Command (MSC) oceanographic research ship USNS DeSteiguer have located the U.S. Navy submarine F–1 which collided and sank in 1,440 feet of water off the coast of La Jolla, Calif. in 1917. Nineteen crewmen died in that tragedy.

A team from Submarine Development Group One located the submarine on their sonar equipment while searching for the wreckage of an aircraft that had crashed in the area.

After the location of the F–1 was plotted, the wreckage was examined by divers lowered to the 1,440-foot depth in a deep submergence rescue vehicle. They verified the identity of the vessel and photographed the wreckage which had settled on its right side, pointing west, northwest. Lt. Dave Magyar, who took the diving bell down said the submarine "was intact, but looked like someone hit her with a big ax. She had a 10-foot by 3-foot hole in the side."

Fifty-eight years ago, little was publicly known about the sinking of the F–1 since details were withheld during the war years. Newspaper articles, first published two days after the tragedy, gave only the barest details of the collision that occurred Dec. 17, 1917 while the F–1 was making a surface run from San Pedro to San Diego with two other submarines, the F–2 and F–3. The F–3 collided with the F–1 in dense fog.

The events leading up to the collision were recorded in the F–3 log.

"Stood on course 142 degrees true until 6:50 p.m. when course was changed to 322 degrees true to avoid a very thick fog bank. At about 6:55 p.m. heard fog whistle and sighted masthead light and port side light of approaching vessel. Ship was then swung with 10 degrees right rudder. Gave hard right rudder and stopped both engines. Closed bulkhead doors. Struck F–1 aft of conning tower with bow of ship. Backed both motors. F–1 listed and sank almost

immediately. Stood by survivors of F–1 and brought five on board."

F–1 sunk in about 10 seconds, giving the 19 men below no chance to escape.

One survivor was Lt. A. E. Montgomery, the commanding officer. He told a board of inquiry how the lookout, Machinist J. J. Schmissrauter, had called him from the chart room and reported a light on the port bow.

"Almost immediately," said Montgomery, "it grew brighter. I gave the order 'hard right' as it was too late to stop and it seemed but an instant when F–3 came out of the fog and rammed us."

The board of inquiry found that commanders of all three vessels had decided to change course to clear the fog bank and had signaled their intent by radio, but none of the ships received the messages. The change of course by F–3 was deemed excessive under the circumstances. The board pointed out, in holding F–3 responsible for the collision, that radio failure was partly to blame. All subs of this class suffered from poor radio communication, reasons being weak transmitters and excessive engine noise while the subs were under way.

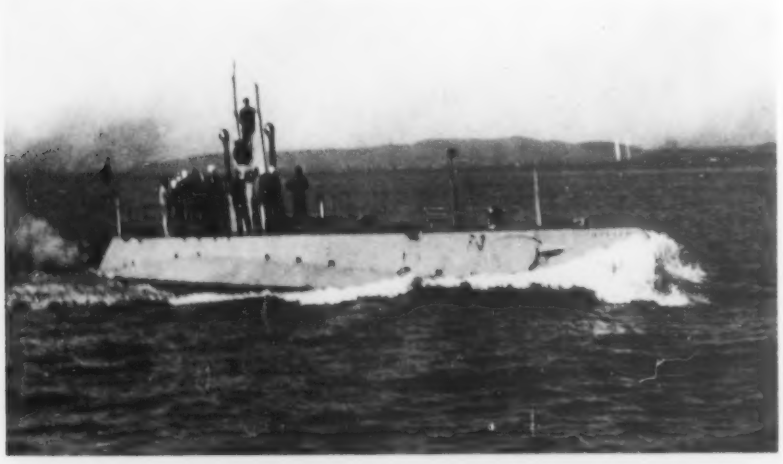
Because of the depth of water and the lack of submarine rescue equipment, no attempt was made to locate the F–1 until the DeSteiguer located the ship.

The 7-year-old DeSteiguer is a member of the Conrad Class, first class of oceanographic research vessels designed and built by the Navy. Operated by a MSC Civil Service crew and commanded by Capt. James Russell, DeSteiguer supports oceanographic experiments conducted by the Naval Oceanographic Office.

Homeported in Oakland, DeSteiguer is under the administrative control of MSC, Pacific, and now is conducting coastal oceanographic research off La Jolla.

Locating the lost World War I submarine was not the first time an MSC vessel had pinpointed or helped retrieve ships and other sunken objects from the ocean bottom.

In 1964, crews aboard USNS Mizar helped locate and photograph portions of the nuclear submarine Thresher which had sunk in deep water off Cape Cod in 1963. Four years later, Mizar crewmen and technicians found an H bomb lost after two Air Force aircraft collided over the Mediterranean Sea near Palomares, Spain. Again, in 1968, Mizar was involved in recovery of fragments of the submarine USS Scorpion, lying 10,000 feet below the Atlantic surface some 400 miles southwest of the Azores. A year later, Mizar located the small research submersible Alvin which sank off the New England coast in early 1969. ⚓



The submarine F–3 moves past San Diego before her collision with the F–1 in 1917.

Deep Submergence Rescue Vehicle 2 was used in locating F–1 off La Jolla, Calif.

Boxed Buildings

By Cindy Buckley

Army engineers install a building door channel.

Last September Military Sealift Command had a routine assignment, to move military cargo to the 8th Army Installation in Tongduchon, Korea. The cargo, however, was not routine—prefabricated housing and heads, latrines in Army language.

The U.S. Army's Troop Support Command had 250 prefabricated houses and 125 latrine units to ship to Korea. A large portion of the Army's 2nd Infantry Division troops there had been living in Quonset huts built during the Korean War. Army engineers chose relocatable buildings as a less expensive approach to housing than permanent masonry structures. For each pair of buildings one latrine module was planned, also prefabricated and portable.

The exterior panels for the buildings are sandwich-like structures. The "bread" is aluminum sheet, enclosing a honeycombed filling. The honeycomb structure is made of strong 90-pound Kraft paper, and the cells in the honeycomb are filled with polystyrene for insulation. An aluminum sheet is laid down, coated with glue, and covered with the honeycomb material. The cells then are filled with polystyrene and another sheet of aluminum is glued to that.

Interior panels are built with the same technique, but the "bread" for the sandwich is vinyl-covered gypsum board, and the honeycomb center is not quite as thick as that used in the exterior panels.

The houses and latrines were built by two companies. Connell Brothers, a San Francisco building firm, was the contractor for the houses. Architects from that firm drew up plans and contracted manufacture of the modules to various firms. The exterior panels were built in Florida, interiors in southern California and structural members in Texas. All parts were shipped to Oakland, where they were partially assembled and readied for shipping.

Trailboss, Inc. in Fort Worth, Tex. built the latrine modules.

Two houses go up at Tongduchon, Korea.

The units were wired for electricity and equipped with plumbing before being trucked to Beaumont, Texas for shipment to Korea.

Troop Support Command, as the procuring agent, had provided the buildings. Now Military Sealift Command (MSC) would ship them to Korea. Acting as liaison between the two Department of Defense agencies, to insure that all shipments moved on schedule was Military Traffic Management Command (MTMC). Since the houses were to be shipped out of Oakland and the latrines out of Beaumont, MTMC's Western Area Command was charged with monitoring the movement of the houses and its Eastern Area Command managed the latrine shipment.

Management command officers coordinated staggered shipping schedules between the support command and MSC, so that the building and latrine units would not arrive in Korea simultaneously. Members of the Army battalion who were to use the new structures also would assemble them at the site. The structures are designed to be put up easily, without special tools or training.

Once MSC was charged with the responsibility of moving the structures, Defense Contract Administration became involved. That agency's task was to do the initial legwork to identify shipping companies able to carry the cargo. The buildings, measuring 24 by 48 feet, had to be shipped in "high cube" containers which are larger than the largest standard containers.

Initially Defense Contract Administration came up with one company capable of carrying the houses, American President Lines. However, MSC contracting agents reported that Pacific Far East Lines also could handle high-cube container shipments. Both companies were awarded contracts. Seven ships of the American President Lines were used, the SS President Polk, McKinley, Taft and Johnson, plus the Pacific Bear, Washington Mail and Japan Mail. Pacific Far East Lines' SS Japan Bear also carried houses.

MSC, Pacific booked all cargo on the ships. Their first step was to canvass shipping companies to insure that container door openings were large enough to accommodate the buildings. "MSC, Pacific was a great help," said Phillip Brenneman, an MTMC traffic management specialist. "They made our job a lot easier."

The latrines traveled from the manufacturer in Forth Worth to Beaumont by truck. Defense Contract Administration recommended Waterman Lines move the latrines on the ocean leg.

Two Waterman ships were used, SS Samuel Chase and Joseph Hughes. Also involved were Lykes Brothers Steamship Co.,

Inc.'s Ashley Lykes, United States Lines' American Champion and American Corsair, and the MSC roll-on, roll-off vessel USNS Meteor.

Delivery schedule for the cargo had to be revised when the Army Engineers ordered modifications on nearly completed units. The main problem with delivering the units later than planned was the fall weather. "An early freeze in Korea could make a difference," said Capt. Patrick J. Murphy, special projects officer in the export control division of the MTMC Eastern Area command.

MSC's Gulf subarea command had not planned to employ Meteor in movement of the latrine units. However, booking difficulties resulted in 49 latrine units waiting on the dock at Beaumont, and an urgent request from Tongduchon for this last shipment, needed by December 15.

The first shipment of buildings left Oakland September 16, and the first latrines left Beaumont on the 5th of September. By December 19, all had arrived in Korea. MSC's job was done. Now the ball was in the hands of the Army men who would live in the buildings.

Each of the 250 prefabricated buildings has four rooms, and will accommodate three men per room. The buildings are erected in pairs in an "H" pattern, with a latrine module as the crossbar. Each latrine has four showers, toilets and urinals and five sinks. Army Troop Support Command project officer Maj. Arthur N. Rappaport estimates it will take approximately 1,000 man hours by Army construction engineers to erect each building if the concrete slab foundation is already poured. Specialized crews handle different aspects of the house-raising, such as electrical wiring, interior finishing, and putting up partitions. "They've never done anything like this before, so they are in a learning process," said Major Rappaport.

Erection started immediately with the arrival of the first housing units. Koreans are cleaning the site, tearing down old Quonset huts and disposing of the parts. They will be allowed to keep any tin scrap they can salvage from the obsolete housing.

These buildings in boxes are the first of their type to be used by the Army. "If everything proves all right," said Major Rappaport, "I suspect other military units with temporary requirements will consider relocatable prefabricated buildings like these." When present requirements for Army housing in Korea no longer exist, the 8th Army can literally fold up their houses and move on. ⚓

Boxes contain living quarters for Army engineers. In background is an almost completed building.

Gift of Life

Project Life supporters hope to lease ex-hospital ship USS Sanctuary from the U.S. Navy.

America's 200th birthday gift to the sick and needy of the world, if a group of dedicated men and women accomplish their goal, will be Project Life, an all-volunteer, non-profit medical service for the underprivileged of the world. "Life" is an acronym that stands for "Life is For Everyone." Emphasis of the program is on disease prevention and the teaching of basic health principles.

The program was conceived in 1974 by Robert N. Meyers, president of the Christian Service Corps and Project Life. Meyers got the idea when he learned that Project HOPE had discontinued its ship operations. A victim of inflation, the ship Hope was retired because of rising operating costs. Although Project HOPE had done extensive, beneficial work that it continues to do ashore, Meyers, and others who joined him, felt there was still much to do in helping people help themselves.

"Here is a totally humanitarian program, one that will give people a chance to use their skills in helping others," said retired Capt. Bernard H. Hyllestad, Project Life's director of ship operations. Captain Hyllestad pointed out that the program will be operated by a completely volunteer staff, both ashore and afloat. Despite the demise of the SS Hope, Captain Hyllestad feels confident that Life will not have the same problem with operating costs, because not even token salaries will be paid.

To carry their humanitarian endeavors to ports around the world, the directors of Project Life have been negotiating with the U.S. Navy to lease the ex-hospital ship USS Sanctuary, which was in the process of being laid up. They have made formal application to the Navy, which has agreed to delay lay-up procedures until March 1976. Further consideration is dependent upon Project Life showing firm financial support. Also necessary will be a time commitment from the program—"more than two or three years," explained Captain Hyllestad.

Reactivating the ship and equipping her to run will be expensive, although that estimate has not been made. Project Life officials think it will take approximately $5 million annually to run the ship. "This is a very expensive ship to operate, there's no doubt about that," Captain Hyllestad admits. "But we feel that it's worth it—the pluses greatly outweigh the minuses."

Project Life hopes to receive roughly half the operating funds from institutions and foundations, and the other $2.5 million mainly from direct mail solicitations. Mail solicitations will be aimed at a potentially interested audience, chosen by direct mail specialists.

If Project Life is successful in leasing the Sanctuary, tentative plans are for her to visit Central America first. The ship will have medical equipment, supplies, food, donated clothing and toys, and will be staffed with medical and technical specialists, and will spend about 10 months in each port she visits. With jeeps or other four-wheel drive vehicles to travel inland, personnel will go ashore and set up clinics, training the local people to care for themselves. "The emphasis will be on reaching as many people as possible with the basics," said Captain Hyllestad.

In addition to his retired Navy rank, Captain Hyllestad holds an active master mariner's license. He hopes to interest retired MSC Civil Service mariners in Project Life to crew the ship on a volunteer basis. The program already has commitments from approximately 300 doctors and other medical personnel. "It's amazing how many people we run into who worked with Project Hope and are anxious to work on a similar project," said Captain Hyllestad.

Mariners or other skilled people who are interested in volunteer work with Project Life may write or call for more information. Address is Project Life, 1509 16th Street, N.W., Washington, D.C. 20036. Telephone number is 202-462-8827.—C.B.B. ⚓

'Nuts and Bolts' Training

Military Sealift Command Navy reservists at Little Creek, Va., have designed their own active duty training programs, tested them and the results are even more successful than anticipated.

Lt. Cmdr. Tony Miller and Lt. Cmdr. Kenneth Small inaugurated the program last summer to provide reservists in their MSC company with realistic training during their annual two weeks on active-duty-for-training. The two men developed the curriculum, handled all administrative tasks and made all arrangements for training 15 fellow reservists.

The reservists reported to the MSC Office, Norfolk where commanding officer Cmdr. Robert T. (Ted) Nixon briefed them on office functions, then visited all area organizations that office personnel deal with on a regular basis. Lectures and discussions supplemented their field observations and experience.

Miller and Small, because of their past MSC experience, were familiar with functions of area units and arranged visits by the reservists. Miller said, "We got a good reception and cooperation from every commanding officer."

The officers also contacted civilian ship agents who provide sealift services for MSC and arranged for them

Reservists were briefed on a variety of subjects, including development of new underway replenishment techniques.

to meet with the reservists. They also contacted the Virginia Pilots Assn. which provided a Norfolk port pilot who lectured on pilot functions and responsibilities, and explained how to arrange piloting contracts.

The reservists visited the Craney Island Fuel Depot, Norfolk Naval Shipyard, Naval Communications Station, Norfolk, Fleet Weather Center,

"Because MSC offices are usually small, enlisted men have to do the same jobs as officers."

Little Creek Naval Amphibious Base, Naval Supply Center, Portsmouth Marine Terminal, and the Mariners Museum in Newport News.

They were briefed on a variety of subjects including MSC office operations, ship movement reports, amphibious operations planning, intelligence gathering, logistics planning, combat service support, Coast Guard material inspections of merchant ships, Coast Guard merchant marine license requirements, and MSC supply and procurement.

During their two-week tours the men observed operations of breakbulk, LASH, coal and container ships and demonstrations of shoring and lashing cargo, jumbo boom operations, rigging and unrigging, and forklift and yard operations. The reservists also were briefed on development of new underway replenishment techniques.

The initial training group included seven enlisted men. Size of the group was limited to 15 because of problems of transporting a larger number. About 20 enlisted men in the Norfolk area are members of the Little Creek Reserve unit.

All previous training for MSC enlisted reservists in the Norfolk area was on-the-job, in the office. Lt. Cmdr. Miller said it was vital that they receive the same type of training

as officers and be able to handle the same types of functions. "There's no reason," said the commander, "why an enlisted man can't husband a ship, secure stevedores, line handlers and handle other necessary tasks. Because MSC offices are usually small, enlisted men do the same job as officers."

The two commanders designed their program to be totally self-sufficient. One officer went on active duty one week before the first class began to complete all details. Another officer went on active duty one week after the training began and remained one week after the class ended to fill out fitness reports and follow up on participants' critiques.

According to Commander Nixon, "the program was great. It would have been impossible for my 10-man staff to take care of 15 reservists.

"While they're on active duty they face the same problems we do and they solve them, or they know who to go to for the answer."

The way they worked out their program, I had only occasional contact with them. All I had to do was to get them started, and review their training with them at the end."

Commander Nixon has great faith in the knowledge and capability of the Little Creek reservists, and the value of their training program. He feels any of "the top three people in our reserve unit could walk into this office and take over my job for a day. While they're on active duty they face the same problems we do, and they solve them. If they can't solve a problem without help, they know who to go to for the answer."

As part of another on-going training program developed by Commander Miller, MSC reservists assist both MSC-owned and chartered tankers entering the Norfolk area. MSC

"Who does a master contact for supplies he might need at 11 p.m. when his ship arrives in port?"

Office, Norfolk personnel are required to meet and board every MSC ship arriving, but, they normally don't have authorization for civilian overtime on weekends when many of the ships arrive in port. MSC reservists help out by meeting tankers arriving in other than office hours.

Usually an officer and an enlisted man meet a ship when it ties up and try to iron out any administrative or supply problems the ship might have. The men go aboard and talk with the master or first mate to determine how they can help. Shipboard officers are not normally familiar with the specific people they need to see to handle problems in many different ports. Said Lieutenant Commander Miller, "it can be a tough job just finding out who can assist. For instance, who does a master contact for supplies he might need at the Naval Supply Center at 11 p.m. when his ship arrives in port? That's especially important if the supply needs are critical and they must sail within a few hours. Do they go without? That's what we try to prevent."

"It's nuts and bolts training. It's getting on a ship and dealing with the people."

The reservists file a report showing the ship's time of arrival, amount of fuel pumped aboard, estimated time of departure and the ship's estimated time of arrival at its next port of call.

"It's nuts and bolts training," said Lieutenant Commander Miller. "It's getting on a ship and dealing with the people. And it's important. Less than one-third of the people in our reserve unit work in the maritime industry and this program gives them the experience they need to prepare themselves for future assignments. It is also helpful to the MSC office."

"But it works both ways," continued the commander. "The assistance we get from the MSC Office at Norfolk is simply outstanding. Commander Nixon has met with members of our unit at least six times in the last 18 months. We have a terrific working relationship with the people

"The assistance we get from the MSC Office at Norfolk is simply outstanding."

there. It's certainly beneficial to our reserve program, and we hope what we do is beneficial to them."

Though the comments of the officers involved both in the Little Creek reserve program and the office at Norfolk might sound like the minutes of a mutual admiration society, their sincerity is unmistakable. The programs designed by the re-reservists and the cooperation of the office have resulted in realistic and successful training for the men involved, and the type of interface between reservists and active duty Navy men that would be expected in an emergency situation. ⚓

Construction workers pose at the Brooklyn military ocean terminal they were building in 1918. See story, page 4.

DEPARTMENT OF THE NAVY
MILITARY SEALIFT COMMAND
WASHINGTON, D. C. 20390

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
DEPARTMENT OF THE NAVY
DOD-316

U.S. MAIL

U.S. GOVERNMENT PRINTING OFFICE: 1976-211-267/8